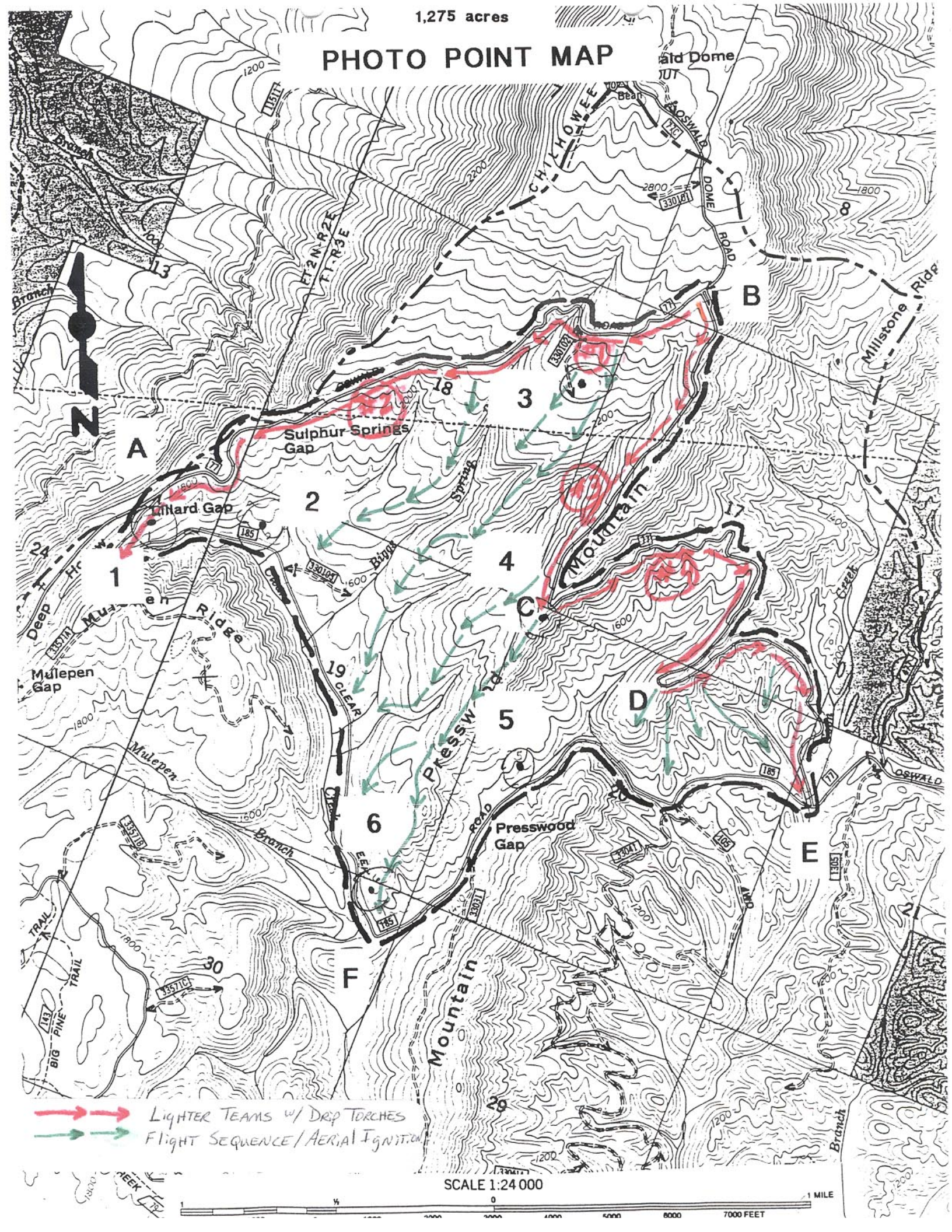


1,275 acres

PHOTO POINT MAP



Presswood Mountain Prescribed Burn Ignition Sequence

STAGE I - Begin with 4 lighter teams using drip torches to simultaneously hand ignite critical portions of the burn area perimeter as follows:

#1 & #2 Lighter Teams - Starting at the junction of FS 77 and FS 77C (Point B on the map), continue west igniting the south side of FS 77 up to the junction of FS 77 and FS 185. Continue igniting, south side of FS 185 for approximately 1500 feet, stopping at the bend of the first hard switchback in the road. Ignite only those portions of the road with a downhill slope or flat enough whereas to avoid a running head fire. One of these lighter teams may start 3/4 of a mile west of point B to expedite the ignition process.

#3 Lighter Team - Starting at the junction of FS 77 and FS 77C (Point B on map), continue south igniting the west side of FS 77 up to the hard switchback on Presswood Mountain (Point C on the map).

#4 Lighter Team - Starting at the Hard switchback on Presswood Mountain (Point C on map), continue south to Junction of FS 77 and FS 185. Extreme caution must be given to the 1/2 mile section of FS 77 just southeast of Point C and the 1/4 mile section just southeast of Point D on the map. These critical sections have the highest potential for an escape situation. At least 100 feet of black should be established along these areas before continuing to ignite any other section of the road south of these areas.

SPECIAL NOTE: 75-100 feet of black should be established along the entire FS 77 perimeter of the burn before Stage 2 aerial ignition begins.

STAGE 2 - Aerial ignition will be used to ignite the interior of the burn.

Flight Sequence #1 - Starting in the north central portion of the burn, ignite only the ridgetops. Balls should be dropped starting at the highest portion of the ridge, generally the northeast end, and continue only 1/2 way down the length of the ridge to avoid a running headfire. This sequence should be continued down to the southwest portion of the burn covering all main ridges. After the results of this sequence are confirmed to be safe and satisfactory, further ignition may continue.

Flight Sequence #2 - Continuing in the same general direction outlined in sequence # 1, finish igniting the main ridgetops down to FS 185. After the results of this sequence are confirmed to be safe and satisfactory, further ignition may continue.

Flight Sequence #3 - Continuing in the same general direction outlined in sequence # 1, ignite all interior ridges at midslope taking care to avoid a running headfire but expediting the over-all burn. Also, ignite any other portions of the unit which may be burning poorly.